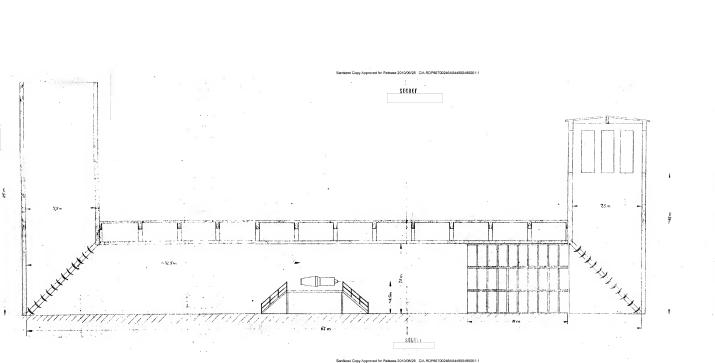
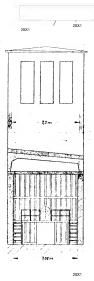
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	CLASSIFICATION - SECRET/ CENTRAL INTELLIGENCE AGENCY		25%
	INFORMATION REPORT	REPORT	
	HALOHMA HOM BELOW!	CD NO.	
COUNTRY	East Germany	DATE DISTR. 10	October 1958
SUBJECT	Test Stands for Aircraft Engines and Compressors at VEB Entwicklungsbau Pirna (Plant 802)	NO. OF PAGES	1
LACE ACQUIRED	(2.000.0 000.)	NO. OF ENCLS.	
		REFERENCES:	25X1
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		REPORT NO.	25X1
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ļ	engine is suspended by three plate springs, as It has hydraulic equipment for absorbing the r	esemnet vibrations	n.
	It has hydraulic equipment for absorbing the reference of the trestle are transmitted were movements of the trestle are transmitted were.  Test stand No 3 is used for the testing turnequipment with a water brake for power absorptionly hydraulic measuring apparatus for a remaining kph, as well as a hydraulic torque indicator, is used for the testing compressors is equipment for starting compressors is equipment for starting complete compressors.  There are plans to establish stands Nos 5 and the Olf-turboprop, equipped with propellish are scheduled to have a measuring channel of I against 7.5 x 7.5 meters on the available starfor these stands started in June 1958 adjacent	ch 400 x 200 m for second vibrations in with a senge of thick the spring built in Flank to be one of 6,000 kg and thrust of up to 1,000 kg. The betand to 5,000 kg. The betand to 5,000 kg. The betand to stand to stand to stand to the testing of testing of the testing of	is and the second of the secon





Test Stands  1. Prior to 28 June 1958, it was learned that four equally built test stands, which differ only in their equipment, belonged to Flant No SUR, Firms, of VVE-Flugueugheu, The test stands Nos 1 and 2 are used for the testing of Current for shorted applicable)  1. Prior to 28 June 1958, it was learned that four equally built test stands, which differ only in their equipment, belonged to Flant No SUR, Firms, of VVE-Flugueugheu, The test stands Nos 1 and 2 are used for the testing of terbojst engines. The treatle mounting the engine is suspended by three plate springs, such AGO x 20 x 3 mm.  It has hydraulic equipment for shortling the resonant vibrations.  The measuring apparatus has hydraulic operation with a range of up to 5,000 kpt. The hydraulic measure cells on which the spring movements of the treatle are transmitted were built in Flant No SOC.  2. Test stand No 3 is used for the testing of turboprop engines. It is equipped with a water brake for power absorption of 6,000 hp and a hydraulic measuring apparatus for a remaining thrust of up to 1,000 kpt, as well as a hydraulic torque indicator. Test stand No 4 which is used for the testing of compressors is equipped with a 5,000-kW electromotor for starting complete compressors.  3. There are plans to establish stands lies 5 and 6 for the testing of the Olf-turboprop, cquipped with propeller, brake, These stends are scheduled to have a sessuring channel of 10 x 10 betters, as against 7.5 x 7.5 meteor on the available stands, Exceration work for these stands started in huma 1955 adjacent to stand No 4.  4. It has also been planned to start in about Ortober 1958 remodeling work on stand No 6.  Comment. Atteched in the Amment is the copy of a drawing of a test stand in Flant Ne SO2, Pirm, of VVE-Flugueughau. The drawing was made by source in June 1955.			U.S. OFFICIALS ONLY CLASSIFICATION	25X1
1. Prior to 28 June 1958, it was learned that four squally built test stands, which differ only in their equipment, belonged to Plant No 802, Pirma, of VNB-Theracegieu. The test stands Hes 1 and 2 are used for the testing of three plans aprings, such 400 x 200 x 2 xm.  It has hydraulic equipment for absorbing the resonant vibrations. The measuring apparatus has buydeaulic operation with a range of up to 5,000 kph. The hydraulic measure cells on which the epring movements of the treatie are trumedisted were built in Plant No 802.  2. Test stand No 3 is used for the testing of turboprop emgines. It is equipped with a water brake for power absorbtion of 6,000 hp and a hydraulic measuring apparatus for a remaining thrust of up to 1,000 kph, as well as a hydraulic borque indicator. Test stand No 4 which is used for the testing of compressors is equipped with a 5,000-Nd electromotor for starting complete compressors.  3. There are plane to establish stands Nos 5 and 6 for the testing of the Ole-turboprop, equipped with propeller brake. These stends are scheduled to have a measuring channel of 10 x 10 meters, as against 7.5 x 7.5 meters on the available stands, Excavation work for these stands started in June 1958 adjacent to stand No 4.  4. It has also been planned to start in about Cotober 1958 remodeling work on stand No 1 st that it can be used for the touting of Ole-turboprop with propeller. Nork included constructional changes on the treatie and the installation of a constructional changes on the treatie and the installation of a constructional changes on the treatie and the installation of a constructional changes on the treatie and the installation of a constructional changes on the treatie and the installation of a constructional changes on the treatic and the installation of a constructional changes on the treatic and the installation of a constructional changes of the set stand in Plant No 802, Plana, of VNS-Flugseughau. The drawing was made by cource in June 1958.	OUNTRY	East Germany	REPORT	25X
LAST REPORT ON SUBJECT (If applicable)  1. Prior to 28 June 1958, it was learned that four equally built test stands, which differ only in their equipment, belonged to Plant Ho SUC, Pirma, of VWB-Flugueghau. The test stands Hos 1 and 2 are used for the testing of turbojet engines. The treatile mounting the engine is supposed by three plate springs, each 400 x 200 x 2 as.  It has hydraulto equipment for absorbing the rescenar vibrations. The measuring apparatus has bydraulto eperation with a range of up to 5,000 kph. The hydraulta ensure cells on which the spring movements of the treatile are transmitted were built in Plant Ho 302.  2. Test stand Ho 3 is used for the testing of turboprop engines. It is equipped with a water brake for power absorbtion of 6,000 hp and a hydraulic nearuring apparatus for a remaining thrust of up to 1,000 kph, as well as a hydraulic torque indicator. Test stand Ho 4 which is used for the testing of compressors is equipped with a 5,000-km electromotor for starting complete engaperature of a starting engales engaperature.  3. There are plans to establish stands Hos 5 and 6 for the testing of the Olf-turboprop, equipped with propeller which.  4. It has also been planted to start in about Cetobar 1958 remodeling work on stand Ho 1 so that it can be used for the testing of Olf-turboprop with propeller. Fork included constructional changes on the treatile and the installation of a concrete propeller shield, work was scheduled to last three months.   Comment, Atteched in the America is the copy of a drawing of a test stand in Flent Ho 802, Firm, of VWB-Flugueghau. The drawing was made by course in June 1958.	UBJECT	VVB-Flugaeugbeu	, Plant No 802 Pirms, DATE OF REPORT 19 September 1958	
1. Prior to 28 June 1958, it was learned that four squally built test stands, which differ only in their equipment, belonged to Flant No 802, Firms, of VWB-Flugueughau, The test stands Hos 1 and 2 are used for the testing of twebolst exprises. The treatle mounting the engine is suspended by three plate springs, each AOO x 200 x 2 ms. It has hydraulic outpensor for absorbing the resonant which the coring apparatus for shorbing the resonant which the coring movements of the treatle are transmitted were tuilt in Flant No 802.  2. Test stand No 3 is used for the testing of turboprop engines. It is equipped with a wtar brake for power absorption of 6,000 hp and a hydraulic neasuring apparatus for a remaining attrest of up to 1,000 kph, as well as a hydraulic torque indicator. Test stand No 4 which is used for the testing of compressors is equipped with a 5,000-kM electrometer for starking complete compressors.  3. There are plans to establish stands Nos 5 and 6 for the testing of the OLS-burboprop, equipped with propeller brake. These stands are scheduled to have a neasuring channel of 10 x 10 meters, as against 7.5 x 7.5 meter on the available stands. Excursion work for these stands that the intension of a concrete propolier shield, work was scheduled to last three months.  250 COMMENT. Attached in the America is the copy of a drawing of a test stand in Flant No 802, Plrna, of VVB-Flugueughau. The drawing was made by cource in June 1958.		Test Stame	PLACE-ACQUIRED	25X1
1. Prior to 28 June 1958, it was learned that four squally built test stands, which differ only is their equipment, belonged to Flant No 502, Firms, of VVB-Fingroughem. The bast stands Nos 1 and 2 are used for the testing of turbojet cogines. The treatle mounting the engine is susponded by three plate springs, each AGO x 200 x 2 mm. It has byterallo equipment for shortling the resonant vibrations. The measuring apparatus has byteralle operation with a range of up to 5,000 kb. The hydraulic measure cells on which the spring movements of the treatle are transmitted were built in Flant No 302.  2. Test stand No 3 is used for the testing of turboprop engines. It is equipped with a water brake for power absorption of 6,000 hp and a hydraulic measuring apparatus for a remaining thrust of up to 1,000 kph, as well as a hydraulic toneus indicator. Test stand No 4, which is used for the testing of compressors.  3. There are plans to establish stands No 5 and 6 for the testing of the Olf-turboprop, equipped with propeller brake. These stands are scheduled to have a measuring channel of 10 x 10 meters, as against 7.5 x 7.5 meters on the available stands. Excentical every for the testing of the testing of one for the testing of one for the testing of one for the testing of one of the treatic and the installation of a concrete propeller shield, work was scheduled to last three months.    Comment. Attached in the America is the copy of a drawing of a test stand in Flant No 802, Plrna, of VVB-Plugueughau. The drawing was made by source in June 1958.			LAST REPORT ON SUBJECT	
1. Prior to 28 June 1958, it was learned that four squally built tost stands, which differ only in their equipment, belonged to Plant No SO2, Firms, of VWB-Fingsengtum. The test stands Hos 1 and 2 are used for the testing of turbojet engines. The treatle mounting the engine is suspended by three plates springs, such 460 x 200 x 3 ms. It has hydraulic equipment for elserothing the resonant vibrations. The measuring apparatus has hydravalle operation with a range of up to 5,600 kph. The hydraulis are strangulated wave built in Flant Ho 302.  2. Test stand Ho 3 is used for the testing of turboprop engines. It is equipped with a water brake for power absorption of 6,000 hp and a hydraulic neasuring apparatus for a remaining thrust of up to 1,000 kph, as well as a hydraulic braye indicator. Test stand Ho 4 which is used for the testing of compressors is equipped with a 5,000-km electromotor for starting complete compressors.  3. There are plans to establish stands Hos 5 and 6 for the testing of the O18-burboprop, coulpped with propeller brake. These stends are scheduled to have a measuring theamed of 10 x 10 meters, as against 7.5 x 7.5 meters on the available stands. Encaration work for these stands started in June 1958 adjacent to stand Ho 4.  4. It has also been planned to start in about October 1958 remediing work on stand Ho 1 so that it can be used for the testing of O18-turboprop with propeller. Work included constructional changes on the treatle and the installation of a concrete propolier shield, Work was scheduled to last three months.  Comment, Attached in the Annex is the copy of a drawing of a test stand in Flant Ho 802, Fliran, of WB-Flingsoughau. The drawing was made by recurse in June 1958.				25X
SUZ, Firms, of VVB-Flugueughau. The test stands los 1 and 2 are used for the testing of turbojet engines. The tractile mounting the engine is suspended by three plate springs, each 400 x 200 x 2 mm. It has hydraulic opulpment for absorbing the resonant vibrations. The measuring apparatus has bydraulic operation with a range of up to 5,000 kph. The hydraulic neasure cells on which the spring movements of the treatle are transmitted were built in Flant No 802.  2. Test stand No 3 is used for the testing of turboprop engines. It is equipped with a water brake for power abscription of 6,000 hp and a hydraulic neasuring apparatus for a remaining threat of up to 1,000 kph, as well as a hydraulic torque indicator. Test stand No 4 which is used for the testing of compressors is equipped with a 5,000-kM electromotor for starting complete compressors.  3. There are plane to establish stands Nos 5 and 6 for the testing of the Olf-turboprop, equipped with propeller brake. These stands are scheduled to have a measuring channel of 10 x 10 meters, as against 7.5 x 7.5 meters on the available stands. Exception work for these stands started in June 1958 adjacent to stand No 4.  4. It has also been planned to start in about October 1958 remodeling work on stand No 1 so that it can be used for the touting of Olf-turboprop with propeller. Nork included constructional changes on the treatle and the installation of a concrete propeller shields. Work was scheduled to last three months.    Comment. Attached in the Annex is the copy of a drawing of a test stand in Flant No 602, Flrma, of VVB-Flugueughau. The drawing was made by cource in June 1958.				
turboprop with propeller. Work included constructional changes on the trestle and the installation of a concrete propeller shield, work was scheduled to last three months.  Comment. Attached in the Annex is the copy of a drawing of a test stand in Plant No 802, Pirma, of VVB-Flugueughau. The drawing was made by source in June 1958.  SECRET - U.S. OFFICIALS ONLY	2.	stands, which di 802, Firma, of V used for the test engine is suspent It has hydraulic The measuring apto 5,000 kph. The movements of the Test stand No 3 equipped with a hydraulic measur kph, as well as is used for the electromotor for There are plans of the 018-turbout are scheduled to against 7.5 x 7.5 for these stands	WWB-Flugzeughzu. The test stands Nos 1 and 2 are sting of turbojet engines. The treatle mounting the sting of turbojet engines. The treatle mounting the sting of turbojet engines. The treatle mounting the stands by three plate springs, each 400 x 200 x 3 mm. It is equipment for absorbing the resonant vibrations. Supparatus has bydraulic operation with a range of up the hydraulic measure cells on which the spring is treatle are transmitted were built in Flant No 302.  Is used for the testing of turboprop engines. It is water brake for power absorption of 6,000 hp and a ring apparatus for a remaining thrust of up to 1,000 a hydraulic torque indicator. Test stand No 4 which testing of compressors is equipped with a 5,000-kW starting complete compressors.  to establish stands Nos 5 and 6 for the testing oppop, equipped with propeller brake. These stands have a measuring channel of 10 x 10 meters, as 5 meters on the available stands. Excavation work is started in June 1958 adjacent to stand No 4.	(1)
of a test stand in Plant No 802, Pirma, of VVB-Flugheughau. The drawing was made by source in June 1958.  SECRET - U.S. OFFICIALS ONLY	4.	turboprop with pi	ropeller. Work included constructional changes on the installation of a congrete propeller shield	
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